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Ref Sym: 3416/122

PAGE TWO RUMPOA 1890 SECRET//RD//GP-1//.

FALL TRAJECTORIES FOR UNIT NO. 2 ASSUMING 256 DEG. GROUND TRACK AND RELEASE GROUND SPEED OF 615 FPS INDICATE THAT THE RELEASE POINT WAS ON AN AZIMUTH OF 74 DEGREE 45 FT. AT A RANGE OF 22,710 FT. FROM UNIT 2 LOCATION. TRAJECTORY FOR UNIT 3 ASSUMING A STREAMING 16-FT. PARACHUTE, 256 DEG. GROUND TRACK AND A RELEASE SPEED OF 615 FPS INDICATES RELEASE POINT TO BE ON AN AZIMUTH OF 72 DEGREE 0 FT. AND A RANGE OF 21,420 FT. FROM UNIT 2 LOCATION. DUE TO THE DISTANCE BETWEEN THE TWO INDICATED RELEASE POINTS, TRAJECTORIES WERE RUN FOR UNITS 2 AND 3 ASSUMING 515 FPS RELEASE VELOCITIES. IN MAPPING THE INDICATED RELEASE POINTS FROM ALL OF THE TRAJECTORIES, A CONVERGENCE TOWARD THE 515 FPS RELEASE SPEED WAS INDICATED. USING THIS INFORMATION, A NEW RELEASE POINT FOR ALL UNITS WAS DETERMINED TO BE ON AN AZIMUTH OF 73 DEGREE 15 FT. AT A RANGE OF 18,950 FROM UNIT 2 LOCATION. THIS POINT WAS USED AS THE REFERENCE POINT FOR ALL SUBSEQUENT TRAJECTORIES. THIS POINT IS APPROXIMATELY 37 DEGREES 15.55 MINUTES NORTH LATITUDE AND 1 DEGREE 45.0 MINUTES WEST LONGITUDE.

ASSUMING UNIT 1 FREE FELL TO 18,000 FEET THEN DEPLOYED THE 16-FT. CHUTE, THE IMPACT POINT AGREES TO WITHIN 1700 FEET. ASSUMING THE TAIL COVER OF UNIT 4 CAME OFF AT RELEASE POINT, IT IS CARRIED BY THE WIND TO AN IMPACT POINT AT LEAST 2 MILES FROM SHORE IN THE WATER. IS IT POSSIBLE THAT THIS TAIL COVER MAY HAVE BEEN CARRIED IN TO SHORE AS PART OF THE 52 WRECKAGE?

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DOG
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ASSUMING THE 16-FT. CHUTE CAME OUT ON UNIT 4 AT RELEASE POINT, THE IMPACT LOCATION WOULD BE ON AN AZIMUTH OF 89 DEGREE 45 FT. AND A RANGE OF 27,400 FEET FROM UNIT 2. ALL AZIMUTH FIGURES ARE GIVEN AS TRUE HEADINGS. IT WAS ASSUMED IN ALL TRAJECTORIES THAT THE ALTITUDE CHANGE FROM COLLISION POINT TO RELEASE POINT WOULD BE SMALL; THEREFORE, THE ALTITUDE AT RELEASE WAS ASSUMED TO BE 30,500 FEET. A NEW MAPPING OF THE MORE RECENT INFORMATION WILL FOLLOW. CAUDLE AND MC NEILL HAVE STARTED TO WORK ON THE DEPTH OF PENETRATION AND ENTRY HOLE CONDITIONS. WE PLAN TO REVIEW COL. GERNERT'S SLIDES TO DETERMINE MORE ABOUT THE TERRAIN. JUST RECEIVED TWO NEW MESSAGES WITH NEW INLAND COLLISION PO

NT AND ADDITIONAL TRAJECTORY REQUESTS. I AM STARTING IMMEDIATELY ON NEW CALCULATIONS. I HOPE TO HAVE THESE COMPLETED IN 24 HOURS. CAN YOU SEND A DESCRIPTION OF THE DAMAGE TO THE 16-FOOT CHUTE OF UNIT 3, ESPECIALLY WITH REGARD TO VENT AND/OR

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